

# CONY FLIES ACROSS S. IN 22 HOURS, 32 MINUTES; MAIL PLANE DOES IT IN 25.53

Army Aviator Arrives at Jacksonville From San Diego With New Time Record.

O. K. ON NIGHT FLYING.

Mail From Pacific Coast Delivered in New York in 33 Hours, Elapsed Time.

JACKSONVILLE, Fla., Feb. 24.—Lieut. W. D. Coney, who started from Love Field, Dallas, Tex., at 10:14 central time last night on the last lap of his ocean-to-ocean flight, arrived at Camp Johnston near here at 7:25 o'clock this morning.

The flying time from Dallas to Jacksonville, as figured by Lieut. S. C. Eaton, in charge of affairs at this end of the flight, was eight hours and thirteen minutes. For the entire flight from San Diego, a distance of 2,073 miles, twenty-two hours and thirty-two minutes, an average of more than 95 miles an hour. These figures are unofficial. If they stand, according to Lieut. Eaton they will set up a new record for actual time between the Pacific and Atlantic oceans.

To complete his trip from the Pacific to the Atlantic, Lieut. Coney passed over the city on his arrival and dipped down to scrape the landing wheels of his plane on the beach, then swooped up again and went to the landing field.

With the exception of two hours, the flight from Dallas to Jacksonville was made in darkness.

"Not until I was over Mobile, Ala., did I see a light," Coney said after his arrival. At times, he added, he made a speed of 150 miles an hour, but that the average speed for the trip was approximately 100 miles an hour.

As news of his arrival spread, crowds flocked to the landing field, and scores of Brunswick relatives and friends overwhelmed the officer. His mother, Mrs. E. F. Coney, and three brothers were here to welcome him. If official sanction can be obtained, Lieut. Coney plans to make the return trip from Jacksonville to San Diego, Cal., by daylight, with one stop at a Texas point for refueling.

From San Francisco to the threshold of New York—a distance of 2,666 miles—in thirty-three hours and twenty minutes is the record which the Air Service of the United States Mail has hung up for all the world to see.

As a matter of fact, the time the 200 pounds of mail delivered yesterday afternoon at Hazelhurst Field, Mineola, L. I., were in the air during the cross-continent flight, was only twenty-five hours and fifty-three minutes. It was rushed eastward at the rate of 102 miles an hour.

What the achievement demonstrated chiefly was the practicability of night flying even under adverse conditions. The flight from Cheyenne, Wyo., to Chicago made by Pilot Jack Knight was made not only at night but through snowstorms which were so severe that they held the westward flyers helpless at Chicago. Although Knight had never before been over this route, he went up undaunted by the power of his plane and the weather in the upper strata, and made the run in amazingly swift time. There he sighted for fuel and exchange of mail and was off again like the wind. He made the 1,290-mile flight in thirteen and a half hours.

Before the accomplishment of yesterday, which is considered the most momentous step in civil aviation, the shortest time for delivery of mail between the Atlantic and the Pacific was seventy-two hours, made by combination of airplane and fast mail train.

As a result of the record flight the Post Office Department has announced that on May 1 night flying will be regularly established along the New York-San Francisco route and mail will be delivered between the two cities in about thirty-six hours.

In establishing this new record, the air service added a tragedy to its annals, because on Tuesday last Capt. William E. Lewis was killed in a fall spin at Elko, Nev. He was on the air service pilot on his way to the East from San Francisco.

The new mail record was established when Ernest M. Allison, aerial mail carrier, landed his De Havilland Four at Hazelhurst Field at 4:50 o'clock with six pouches of mail which had left San Francisco at 4:30 o'clock (7:40 Eastern time) the previous morning. He had completed the last lap of the mail transcontinental delivery of mail solely by airplanes, begun thirty-three hours and twenty minutes earlier, and in the successful completion of which seven aviators had given their best services and nearly a dozen planes had been used to brave snow and rain and darkness, mountains and plains and rivers, that the record might be made.

Allison had traveled from Chicago to San Francisco by train and then by airplane to Hazelhurst Field.

## NEWPORT STIRRED WITH DIVORCE SUIT OF MRS. HARRIMAN

Husband, a Millionaire, Is a Cousin of the Late Railroad Magnate.

(Special to The Evening World.)  
NEWPORT, R. I., Feb. 24.—Mrs. Herbert Melville Harriman, it became known to-day, has filed suit for divorce from her millionaire husband, cousin of the late E. H. Harriman, the railroad magnate, in the Superior Court in this city.

The petition for divorce was sealed, so that the grounds upon which it is asked are not yet known. The case will come into court within about ten days.

News of this action on Mrs. Harriman's part has come as a surprise to the fashionable society in which she and her husband have moved for so many years. But this surprise is no greater than the fact that the petition was sealed, an unusual thing in this State.

This is the second time that Mrs. Harriman has been in the divorce court as she divorced her second husband, Major Charles Spencer Hall, a retired British Army officer, in Newport in 1908.

Mrs. Harriman was Miss Mae Brady, the beautiful daughter of Judge John R. Brady of New York, and a great belle in the '30's. Her first husband, who died in 1895, leaving her a great fortune, was C. Robert Stevens of the distinguished family of Castle Point, Hoboken, N. J.

After his death she spent the greater part of her life abroad until 1902, when she returned to this country as the wife of Major Hall. They lived in the city of Newport, and there the Major's eccentricities were the amusement of the colony. He used to sit for hours on the veranda of the Newport house knitting and embroidering. After one season the Hall family moved to England, saying they intended living permanently in London. But in the winter of 1904 Mrs. Hall returned to this country alone, and shortly afterward instituted proceedings for divorce. This was granted in December, 1905, on the ground that her husband had failed to provide for her.

In August, 1904, she was married to Herbert Melville Harriman, son of Oliver Harriman, who divorced him in 1905. At one time he was a railroad clerk at \$15 a week in the Union Pacific offices at Omaha, having gone to the job for four months after returning to New York in April, 1903.

The Harrimans have spent practically every summer at their Newport home, the Pines, in Clay Street. In the winter their residence is at No. 123 East 56th Street.

land to Hazelhurst in three hours and forty-seven minutes. Fourteen minutes after he had landed William C. Hopson, who brought one of the transcontinental pouches, landed with six other pouches of mail from Cleveland and Chicago. He had continued a flight begun in the latter city at 7:06 A. M. (Central time) that morning, bringing along one of the San Francisco pouches to guard against a possible accident to one of the planes breaking the continuity of the delivery.

Each had braved snow storms between Cleveland and Bellefonte, Pa., which completely obscured their vision, and the seven sacks of mail arrived in New York at the General Post-Office after being transferred to a train at Mineola, at 5:12 P. M., nearly an hour earlier than they would have had they been sent by the speediest rail route.

WASHINGTON, Feb. 24.—Twenty-six men have been killed in the Air Mail Service since it was inaugurated in May, 1918, Superintendent Stanton announced to-day. During the same period, the postal planes have covered 1,600,000 miles.

The list of fatalities included eighteen pilots, six mechanics, two of whom were killed on the ground, one division superintendent and one clerk, who met death during an unauthorized joy ride. Between fifty and sixty pilots and 350 mechanics are employed in operating the air mail.

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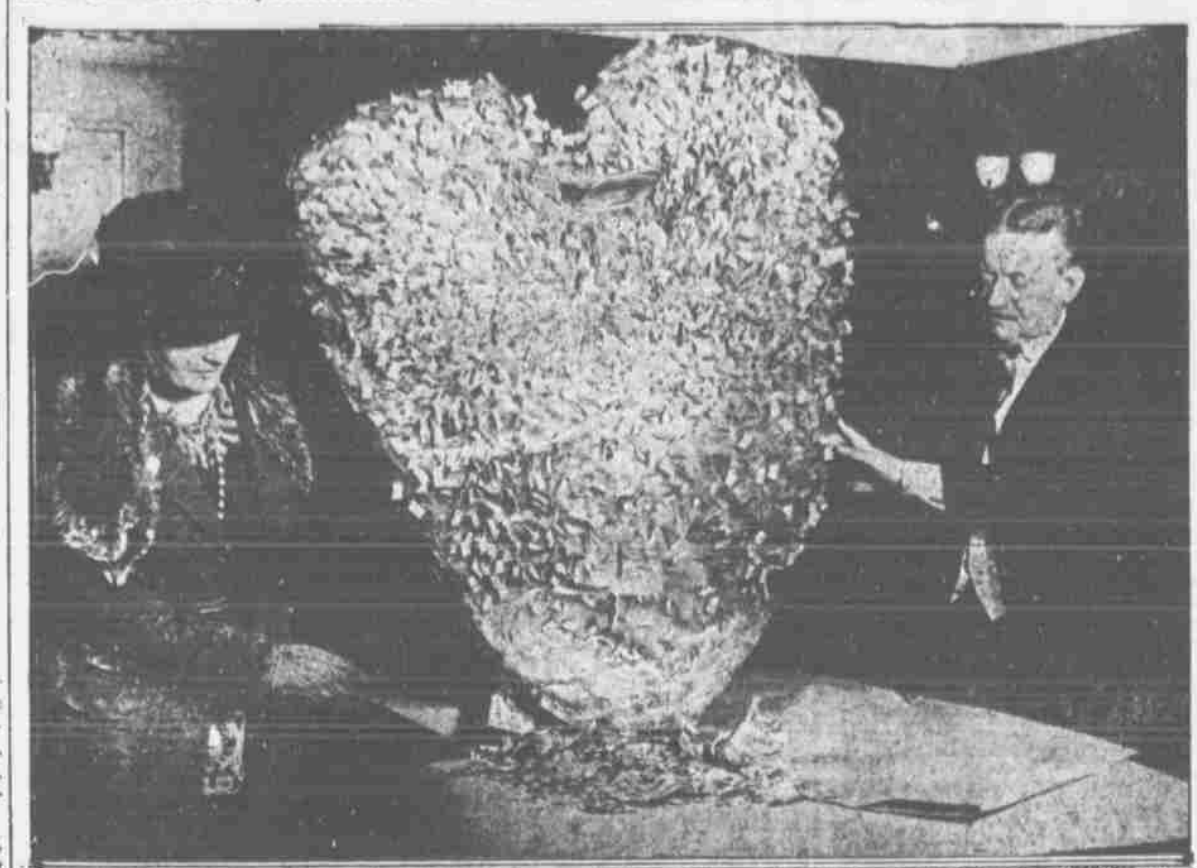
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## Mrs. Hoover Opens 'Heart of Gold' for Starving Children of Europe



Mrs. Herbert Hoover and W. B. Sheppard, Assistant Secretary of the Harriman National Bank and General Manager of the Vault, opening "The Heart of Gold" for Europe's starving children yesterday.

The huge emblem, bedecked with little American flags, contained hundreds of gifts, from pennies to a \$100 check, for the Child Feeding Fund of the European Relief Council. The total amounted to \$57,000.

F. J. GOULD ANSWERS FORMER WIFE'S SUIT

Files a Record of the Decree of Divorce Granted Him in Paris.

Mrs. Edith Kelly Gould admitted "living marital" with one Mario Casassus, according to the record of the Civil Tribunal of Versailles which granted a divorce to Frank Jay Gould on April 16, 1919. A transcript of the record of this court, translated into English, has just been filed with the answer of Mr. Gould to the suit for separation brought against him by his wife here. The court record embodied in the answer reads, in part:

"Whereas, the spouses Gould are both of American nationality—the husband by birth and the wife in consequence of marriage; and their cause should therefore be judged according to the laws of their country with regard to divorce;

"Whereas, the laws of the State of New York prescribe the divorce as the proper return for certain improper acts;

"Therefore, we pronounce the immediate divorce between the spouses Gould and in favor of the husband, and sentence Mrs. Gould to all the costs taxed in favor of Maître Legendre, solicitor."

Presiding Judge Gaston de Courtille and associate judges, Bisson and Hucloux, signed the decree.

Mrs. Gould denied, on appeal, according to the papers that she had been guilty of misconduct, but the decree was upheld.

"The masters of some of the owners of the local newspapers, the corporate interests, insist that they oppose me," he said. "If I were the owner of the newspapers, they would receive me and favor me with kind words."

"I can't understand this hysteria of some of the newspapers. Why, the World and the Times express intense regret that I am working at all. But they ought not to worry so much about the situation. I respect, I'm sure, the right of every man to work for his own good. I certainly cannot do any harm. That's quite obvious. The newspapers are simply mad over the fact that I am here. It's beyond me."

Senator Johnson refused to discuss a report that he was against the appointment of Herbert Hoover to President Harding's Cabinet.

CANNED FRUITS CUT TO NEAR HALF PRICE

California Packing Company Revises List Downward on Unsold 1920 Output.

Unsold canned fruits of the 1920 pack, amounting to 27 per cent. of California's production for last year, have been marked down from 33 to nearly 50 per cent. in price, according to an announcement of the California Packing Corporation. The lower prices, it is announced, are due to "the terrific drop in sugar and the fact that the adjustment period is upon us, and, based upon anticipated prices for raw materials in 1921 and a decrease in the cost of labor."

A comparison of the prices a year ago with the new prices shows that prunes have been cut from \$4.85 to \$3.10, apricots from \$3.50 to \$1.80, cherries from \$4.50 to \$2.75, citrus fruit from \$2.10 to \$2.75, and plums from \$3.40 to \$1.30.

WOMAN FOILS PLAN TO BURN "L" STATION

Wires Cut and Oil Used on B. R. T. Building at Fulton Street and Lafayette Avenue.

The Fire Marshal and police of Brooklyn to-day are investigating an incendiary fire that damaged the west-bound Lafayette Avenue station of the Fulton Street elevated line at midnight. The station has no ticket seller after 2 P. M., the passengers who get on there paying on the train.

The police and firemen called by a railway employee found here, who had been poured all over the floor of the washroom, and that the telephone wires of the station had been cut. Officials of the B. R. T. declared it was a plain attempt to destroy the station.

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## HI "ENGROSSED" AS HE DELVES INTO TRANSIT PROBLEM

Stops Work Long Enough to Express His Sympathy for Gov. Miller.

SILENT ON HIS PLANS.

No Comment When Asked What Phase of the Car Situation He Is Looking Into.

Having mastered in twenty-four hours a transit situation that has puzzled New York City experts for generations, Senator Hiram W. Johnson of California, Mayor Hylan's imported special counsel in the city's fight against the new traction bills, to-day stopped work in Corporation Counsel O'Brien's office long enough to express deep sympathy for his opponent, Gov. Miller.

"I quite sympathize with Gov. Miller, author of the transit bills," said the Senator.

Senator Johnson's condolences over Gov. Miller's troubles were expressed when he was told that the Governor would not appear either in the Senate or in the Assembly in behalf of his traction measures.

"I shouldn't think he would appear in behalf of bills such as these," said Senator Johnson.

The Senator announced yesterday that although he had arrived from Washington the night before he had a full grasp of the transit situation. To-day, despite the fact that he had evidently "mastered the situation" yesterday, the Senator admitted that he was "deeply engrossed studying the situation."

Whether he had found the dual subway contracts, the Manhattan elevated first cousinship to that system and the thousand and one phases of the surface car system was not quite as simple as the Japanese question in California or stampeding a Republican Convention could not be learned. But the fact remains that Senator Johnson, who yesterday had the traction riddle worked out on his fingertips, to-day "engrossed."

"Can't you tell us what particular phase of the transit problem you are delving into?" a reporter asked.

"There were so many you know," the Senator replied.

"Isn't there a likelihood of some one entering a protest against your appearing in this State as a lawyer on the ground that you have no license to practise here?" was asked.

"Don't worry about that," assured Mr. Johnson. "I beg of you not to worry about the situation at all."

At this point Mayor Hylan's special counsel forgot that he was "engrossed" and began an attack on that part of the local press he is not satisfied with.

"The masters of some of the owners of the local newspapers, the corporate interests, insist that they oppose me," he said. "If I were the owner of the newspapers, they would receive me and favor me with kind words."

"I can't understand this hysteria of some of the newspapers. Why, the World and the Times express intense regret that I am working at all. But they ought not to worry so much about the situation. I respect, I'm sure, the right of every man to work for his own good. I certainly cannot do any harm. That's quite obvious. The newspapers are simply mad over the fact that I am here. It's beyond me."

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## Wanted: Mass Meetings So People Can Hear of Pitiful Plight of Heroes

Service House Fund for Benefit of Disabled Soldiers Can Thus Be Aided by American Legion Members Anxious to Help Their Buddies.

By Lillian Bell.

The more I work with the American Legion the better I like its members. I wish the whole world would know what the American Legion stands for—its principles, aims, scope of work and plans for the future.

Capt. Hugh Robertson, Assistant State Commander, spoke at the Harriman Post Monday evening and told of the legislation that the American Legion has succeeded in having passed.

It was simply wonderful. And I do love the spirit in which they work. They have fights, of course. They are red blooded men. But they fight it out inside the Legion and not outside!

Another thing that I love about the Legion is that it makes no distinction between the man who fought overseas and the man who lied and perjured his very soul away trying to get overseas and into the thick of things, but had to stay on this side and feel his heart break. If anything, the man who lied and perjured and gave up everything and stayed on this side, being useful in a humdrum way, has more of my sympathy than the man who was rushed overseas.

I love a fight. That's why I am so sorry for the boys who couldn't get into the big one. The American Legion fights its fight of politics and politics and it is the most naturally democratic body of men in existence anywhere on earth to-day, and is by way of becoming, for those two reasons, the most powerful.

They feel the need of Service Houses just as keenly as I do, and, when this first one is started and is running smoothly, and when they get the legislation over which they are now urging, the case of the disabled soldier will be settled as soon as it can be settled.

So, the Legion is giving its whole attention to disabled soldiers, and while it may seem to outsiders that the work moves slowly, they are working with the ponderous power of the Government, and when they get the legislation over which they are now urging, the case of the disabled soldier will be settled as soon as it can be settled.

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